

4 Mar. 10

RESUME LOBSTER BATTLE TODAY

Defeated yesterday in the House in their attempt to change the present 10 3-4 inch law on lobsters, western Maine lobster interests will reopen the battle in the Senate today.

Plans were made last night to have the Senate amend the bill to provide for a double gauge limit. Originally the western Maine lobstermen asked to change the existing limit to nine inches. The House rejected the bill on a test of strength between lobstermen of the eastern and western counties.

Immediately the Cumberland and York lobstermen moved to gain reconsideration of the question by seeking to substitute the double gauge of 10 and 14 inches for the present limit. This would enable the taking of lobsters only between 10 and 14 inches. The eastern Maine interests, aware of the move, were working last night to defeat the plan.

The test will come in the Senate. If the western Maine men succeed in amending the bill there it would be returned to the House for consideration. If defeated in the Senate the easterners will have clinched their victory.

REPORT POWER BOAT

IN DISTRESS

A 50-foot power boat, with a man's shirt flying on an oar as a distress signal, was being tossed about in giant seas somewhere off Cohasset, last night, with Coast Guardsmen frantically trying to sight it.

The boat, whose identity is a mystery, was sighted about 6 o'clock, flying her homemade distress signal, about a mile off Cohasset.

Henry E. Hatch, a Cohasset resident, reported the boat to Point Alorton Coast Guard station. Capt. George E. Josephs, with a crew of five men, immediately put to sea in a picket boat, and spent five hours in the bitter cold, in the face of a mounting wind, in a vain effort to track the boat.

ABOLISH TRAWLERS.

Lunenburg Trade Board's Resolution Considered by Halifax Body.

Support for its resolution asking the Federal government to refuse further licenses for trawlers, was asked by the Lunenburg Board of Trade in a communication to the Halifax Board. The Council of the Halifax Board, meeting Tuesday, with R. J. R. Nelson presiding, referred the matter to the Fisheries Committee which will report to the next meeting of Council.

Although the Halifax Board is on record as approving trawlers, it was pointed out yesterday that in view of recent information the matter was one for careful consideration.

The Lunenburg resolution pointed out that trawler licenses expire March 31, and asked that existing ones be not renewed, and that no new ones be issued. The preamble pointed out that licenses had been granted on the understanding that fish companies could not obtain an adequate regular supply of fresh fish, and that it had been definitely established that hook and line fishermen were able to provide such a supply; that the Lunenburg fishing fleet was idle and that the trawler added to unemployment because it would require at least 80 hook and line fishermen to equal the production of one trawler; that trawlers were destroying immature fish in increasing numbers, and that under present conditions shore fishermen were unable to make a fair living and in some cases were even unable to provide themselves with the bare necessities of life.

Mar. 11

M/TER MARINERS EAR ATTEMPT TO LOWER THE TARIFF

Revival of Fishing Privileges Seen As Wedge for Adoption of Reciprocity--- Make Appeal to Andrew

Reports from Canada that reciprocity of trade between Canada and the United States had received the stamp of approval from Liberal leaders in Nova Scotia has resulted in prompt action of the Gloucester Master Mariners' Association. The association which comprises in its membership captains of all fishing vessels out of Gloucester has gone on record as being absolutely opposed to any attempt that may be made to either lower or cancel tariff regulations that now exist between the United States and Canada relative to the importation of fish, fresh, salt or otherwise, into

The Letter.

The letter follows:
Honorable A. Platt Andrew, M. C.
House Office Building,
Washington, D. C.

Dear Congressman Andrew:—This association which comprises in membership captains of all fishing vessels from the port of Gloucester, Massachusetts, and representing the crews of these vessels numbering over 2400 men, desires to record with you its absolute opposition against any attempts that may be made to either lower or to cancel tariff regulations that now exist between the United States and Canada relative to the importation of fish (fresh, salt or otherwise) into this country.

Years ago there existed between the United States and Canada a treaty, or an understanding known as the "Modus Vivendi" which agreement enabled Gloucester fishing vessels to purchase supplies, ship men and to have done any repair work necessary at Canadian ports. This was during a time when all the fishing fleet out of Gloucester was under sail and our vessels were engaged almost exclusively in salt fishing, these trips lasting from several weeks to two or three months. These vessels were then fishing in waters much nearer to Newfoundland and Nova Scotia coasts than to their home port of Gloucester, and there were many times when vessels would run out of supplies and would find it more convenient, and sometimes necessary, to call at these Canadian ports to replenish their food stocks, purchase bait, etc. At that time, the existing "Modus Vivendi" agreement was regarded of benefit to general fishing interests at Gloucester.

Conditions Changed.

At present, all fishing vessels sailing from the port of Gloucester are under power. These vessels are engaged exclusively in fresh fishing, fish being caught on the various banks and then a run made to American markets. With the exception of

this "Modus Vivendi" privilege will result in a decided lowering of the tariff on fish between Canada and this country, if not complete removal of the existing tariff, whereby American vessels calling at Canadian ports can trans-ship their cargoes to the United States without any duty charge, which in turn would mean that any Canadian vessel engaged in fishing could do likewise. This would bring American fishermen in direct competition with Canadian fishermen and would result in the complete ruination of Gloucester so far as its fishing industry is concerned. Not only would the livelihood of our own fishermen and their families be affected but all business relating to the fishing industry. The various trades and businesses engaged in the outfitting of these vessels and those concerns furnishing gear and equipment would suffer a very material loss. Canadian vessels now operating in the fisheries or new vessels that could be built in Canada much less than in this country would gradually replace present vessels of the Gloucester fleet that are valued in round figures upwards to \$4,000,000.

This association wishes you to know that the captains and crews of vessels fishing from the port of Gloucester are absolutely opposed to any step that might be taken by the Canadian government or by any American interests toward lowering of the tariff on fish (fresh, salted or otherwise) now existing between this country and Canada. Rather than any thought of lowering present duties, an effort should be made to increase them in order to offset the difference that has resulted from depreciation in currency between Canada and this country.

We ask that you keep this situation in mind, oppose any such advances that might be made in this direction and notify us immediately that you learn of any attempt at lowering of the present tariff.

Very truly yours,
George D. Morey, Secretary.

ONLY ONE FARE TODAY'S REPORT

ONE GILL NETTER MANAGED TO REACH NETS IN YESTERDAY'S MARCH GALE

One small fare of fresh fish was landed during the 24 hours to noon, and this came from one of the fleet of gill netters, the only one to reach her gear yesterday. The Virginia and Joan, the solitary craft to arrive, had a fare of 1000 pounds of fresh fish, which were sold to William B. McDonald. All of the fleet is out today, and receipts by the first of the week should be fair.

Gloucester Arrivals and Receipts

The arrivals and fares in detail:
Virginia and Joan, gill netting,
1000 lbs. fresh fish.
Olivia Brown, via Boston.
Laura Goulart, via Boston.

Sailed

Marjorie Parker, shore.
Ethel B. Penny, shore.
Ruth Lucille, dragging.
Alvan T. Fuller, dragging.
Governor Al. Smith, dragging.
Dacia, shore.
Evelina M. Goulart, shore.
Elvira Gaspar, dragging.
Edith L. Boudreau, dragging.
Funchal, trawling.
Mary A., trawling.
Mary F. Curtis, haddocking.
Catherine Burke, haddocking.
William L. Putnam, dragging.
Little Joe, dragging.
Uncle Sam, dragging.
Josephine and Mary, dragging.

ONLY FOUR AT BOSTON TODAY

QUARTETTE HAS 150,000 POUNDS OF FRESH FISH—PRICES ZOOM UPWARD

Four more vessels made port at Boston today, after bucking the northwester and mid-winter conditions. All were heavily encased in ice. They brought in 123,000 pounds of groundfish and 26,000 pounds of mixed fish. Prices were higher. Haddock sold at \$6 to \$7; large cod, \$6 to \$7.25, and markets, \$5 to \$7.25.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Wave, 17,000 haddock, 10,000 cod, 10,000 mixed fish.
Donald, 11,000 haddock, 13,000 cod, 500 mixed fish.
Cape Ann, 18,000 haddock, 16,000 cod, 3500 mixed fish.
Raymonde, 26,000 haddock, 12,000 cod, 7500 mixed fish.
Haddock, \$6 to \$7 per cwt.; large cod, \$6 to \$7.25; market cod, \$5 to \$7.25; hake, \$3 to \$6; pollock, \$3; cusk \$3; gray sole, 10 cents per pound; lemon sole, 10 cents; black backs, 7 cents; yellow tails, 4 cents; dabs, 2 cents; catfish, 3 cents.

SEAL HUNTERS BLOWN

TO SEA ON ICE FLOE

Thirteen men were believed adrift on ice floes last night somewhere off the coast of Newfoundland, carried seaward by a strong wind.

A short time after they left the wind veered strongly to the northward, carrying the pack ice with it. Apparently they had been left without access to their boats as they spread over the ice in search of seals.

Twenty miles away from where they were last seen is Horse Island, where survivors of the sealer Viking made their way when it was torn by an explosion two years ago. It was thought possible the sealers might reach the island unless the wind again shifted.

Little help was expected from the fleet of sealing steamers which left St. Johns this week and are now well north of the vicinity of the drifting men.

Neighbors from the mainland were setting out to the rescue although it was feared the wind would carry the 13 men far from shore before they could be reached.

New Fog Horn.

A new variety in fog horn notes will greet the ear of passengers on Canadian National West Indies liners arriving in Saint John within the next few days. Officials of the Dominion Department of Marine are installing a two-tone fog horn on Partridge Island as an experiment. The first note will be struck on a high pitch, followed by one of a lower key. The high note will last for one second and the low note for a second and a half. It is believed that the two notes will overcome the difficulty experienced in carrying power where only one note is used.

At Halifax.

Trawler St. Cuthbert, which ran into a series of accidents starting when she was pulling away from Roche's wharf, while preparing to sail for the banks last Friday, returned to Halifax Thursday. Apparently the craft suffered little or no damage when she was in collision with the trawler Lemberg on the banks on Saturday last.

The St. Cuthbert brought about 100,000 pounds of fish for the National Fish Company.

FISH RECEIPTS WERE MODERATE

SUCCESION OF GALES AND SEAS BOTHERED FLEET—FISH- ING GOOD IN SPOTS

Receipts of groundfish from the fishing fleet last week were moderate owing to continuous heavy winds on the fishing banks. Good fishing is reported in spots when the weather permitted. For the week ending March 9, there were 84 arrivals with 3,395,500 pounds of fresh fish as against 99 arrivals and receipts of 3,056,900 pounds in the corresponding week of 1932.

Receipts were divided as follows:

1933—1,893,000 pounds of haddock; 879,700 pounds of large cod; 213,600 pounds of market cod; 591,200 pounds of mixed fish.
1932—1,423,600 pounds of haddock; 662,600 pounds of large cod; 260,000 pounds of market cod; 700,700 pounds of mixed fish.

Million Pounds Behind

From January 1 to date, there have been 1085 arrivals with 34,763,500 pounds of fresh fish as against 1090 arrivals with 35,478,872 pounds of fresh fish at Boston in the corresponding period of 1932.

During the past week, haddock sold ex-vessel from 3 to 6 cents; as compared with 4 1-2 to 6 cents in the corresponding week last year, 4 to 9 cents in 1931; 3 to 6 cents in 1930, and 6 to 7 cents in 1929.

Bangor Free of Ice

Cracking through six to eight inches of ice the cutter Kickapoo started from Winterport, Me., yesterday morning, and about noon arrived at Bangor, opening the port for the season. The Kickapoo tied up at Bangor last night and will remain until tomorrow when the freighter Cornish of the Eastern Steamship Lines will arrive from Boston on the first trip to Bangor in 1933. The port was open March 6 in 1932 and would have been open earlier this year but the Kickapoo was undergoing repairs.

Lobster Market Quiet

Lobsters are in light supply and there is not any change to note in prices. According to reports, fishermen are keeping quiet for a few weeks, as they do not desire to take any chance on losing their gear in the heavy storm that prevails on the Nova Scotia coast at this season of the year.

Portland Arrivals.

Portland's fishing fleet and the Boston and Gloucester vessels which have been tied up at local wharves since Wednesday because of bad weather went out to the grounds again yesterday but were driven back by high winds and rough sea without having fished. The fleet has had only one day's fishing in the last two weeks.